Recommendation	Status of Implementation
2.(ii) Turn outs and SEJS should be ultrasonically tested. V;	RDSO is likely to issue detailed instructions in this regard, very shortly.
2.(iii) Need Based Concept of USFD Testing of rails should be implemented quickly and the railways should create necessary infrastructure, for this purpose E routes, also.	All the railways have already implemented the Need Based Concept of USFD Testing of rails on A, B & D routes and efforts are on to implement it on C and

Broad Gauge in Bundi-Deogarh Sector

1026. SHRI SANTOSH BAGRODIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a survey has been done for laying broad gauge line in Bundi-Deogarh sector in Rajasthan;

(b) if so, what is the status in starting the work for the same;

(c) whether it is a fact that the above broad-gauge line from Bundi to Deogarh via Hindoli, Jahajpur, Shahapura, has been covered for financial survey in 1989-90;

(d) whether it is also a fact that the financial survey has recommended these sectors to be more profitable; and

(e) if so, the reasons for delay in starting the work?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (e) A survey for construction of new line from Kota to Deogarh via Lambiya, Shahpura, Jahajpur, Hindoli & Bundi was done during 1987-88. The survey report revealed the cost of 272 kms long line would be 122.63 crores with negative rate of return. In view of grossly unremunerative nature of the project and acute constraint of resources for new line projects, this project could not be taken up.